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July 15, 2010

Secretary Ian A Bowles
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, Massachusetts 02114

and

Alicia McDevitt, MEPA Director
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, Massachusetts 02114

Re: **Environmental Notification Form**
Green Bus Depot at Boston-Logan International Airport
East Boston, Massachusetts

Dear Secretary Bowles and Director McDevitt:

The Massachusetts Port Authority (Massport) is pleased to submit the enclosed Environmental Notification Form (ENF) for a Green Bus Depot to be constructed at Boston-Logan International Airport (Logan Airport).

The proposed Green Bus Depot will not only provide Massport with the necessary on-airport facilities to maintain a new fleet of clean-fuel shuttle buses as its aging fleet of CNG shuttle buses is replaced, but will also allow Massport to accommodate the new Unified Bus System, comprised of diesel-electric hybrid shuttle buses, that will serve Logan's new Consolidated Rental Car Facility (EEA # 14137). By constructing the Green Bus Depot on-airport, Massport will be able to shift more airport activity out of the community in a state-of-the-art facility. The new facility has been designed to minimize operational impacts to the adjacent neighborhoods, with particular focus on air quality and noise during periods when airport and MBTA activity is off-peak.

The Green Bus Depot will be constructed to Leadership in Energy and Environmental Design (LEED) and Massachusetts LEED Plus standards, with a goal of achieving LEED Silver status through a series of site design, energy efficiency, emissions reduction, noise abatement and water quality measures. In addition to the LEED measures, the Green Bus Depot will also be designed with long range operational flexibility to embrace new clean-fuel and low-emitting bus technologies, as they become available.

Logan's new bus fleet will be comprised of 32 sixty-foot articulated clean diesel-electric hybrid buses, and 18 forty-foot or forty-two foot compressed natural gas (CNG) buses. The new fleet will be significantly more fuel efficient, have lower emissions and be quieter than the fleet currently in operation. As noted above, through implementation of the Consolidated Rental Car Facility project in Logan's Southwest Service Area (EEA # 14137), a new Unified Bus Fleet, with fewer than half the number of buses currently serving the existing rental car companies, will fully replace the existing rental car diesel bus fleet. While this alone results in a significant

environmental benefit, unless the Green Bus Depot is established on-airport, the entire Massport bus fleet, including the Unified Bus Fleet, will be required to travel along local roads through East Boston and Chelsea for daily maintenance and overnight storage.

By eliminating bus trips on local streets in East Boston and Chelsea neighborhoods, the project will improve traffic in congested Day Square and other local roads and reduce off-airport bus noise and emissions.

The Green Bus Depot will occupy a 7.7 acre secured-access site adjacent to the MBTA's Blue Line tracks in Logan Airport's North Service Area (NSA). The facility would include approximately 72,810 square feet of enclosed structures. The proposed structures, 13-15 employee parking spaces, and the site vehicular and pedestrian circulation, will cover approximately five acres. The building program, other than fueling station, has been organized into a single facility. The functional parts of the building were organized on the site with the quieter components – bus storage – located closest to the adjoining residential neighborhood to the north (which is separated from the Green Bus Depot by the MBTA tracks), and the noisier bus maintenance components to the south. The ultra low sulfur diesel fueling and storage (two - 10,000 gallon underground tanks) for the diesel-electric hybrid buses will be located on the southwest portion of the site near the site entrance and away from the neighborhood properties. Wash-water recycling equipment will allow reuse of approximately 70% of the wash water.

Access into the Green Bus Depot site would be via existing roadways. Bus circulation around the site will move in a counter-clockwise direction, minimizing travel movements. The maintenance bays are designed as drive-through bays, eliminating noise from backup alarms. The majority of bus operations will be shielded from the community by the proposed building and landscaping along the MBTA tracks. The continuous 'sound barrier' wall that encloses the north face of the building, in conjunction with the continuous berm planted with a double row of evergreen trees along the MBTA right-of-way, will minimize the transmission of sounds from the facility to the neighborhood. The development will significantly increase green space in this portion of the airport by creating a landscaped edge along the MBTA tracks, and vegetated detention basins and bioswale for stormwater control and enhancement adjacent to Wood Island Marsh.

As described more fully in the enclosed ENF, the planned facility and its associated program elements would offer significant environmental benefits including:

- Reduced impact of bus traffic on the East Boston community and neighborhoods in Chelsea.
- Incorporation of sustainable design elements in the building construction and operations.
- Construction of a significant new landscape edge at the property line screening the Neptune Circle and Swift Terrace neighborhoods and the North Service Area section of Logan Airport.
- Provision of transit, pedestrian and bicycle access for employees.
- Improvements in the quality and reduction in the quantity of stormwater runoff to Wood Island Marsh.

RE: Green Bus Depot at Boston-Logan International Airport
East Boston, Massachusetts
July 15, 2010
Page 3

The results of the noise modeling indicate that there are no significant noise impacts associated with the Green Bus Depot project. Future 24-hour day-night cumulative noise levels (Ldn) are the same as under existing conditions and are, therefore not predicted to exceed the Federal Aviation Administration (FAA) criteria. Peak-hour noise levels during maximum bus activity are not predicted to exceed the Massachusetts Department of Environmental Protection (DEP) criteria of 10 decibels above measured background levels. The peak-hour noise levels are also not predicted to exceed the City of Boston Air Pollution Control Committee's nighttime threshold of 50 decibels.

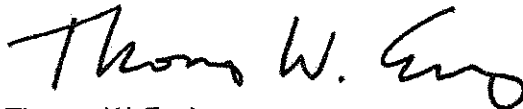
No exceedances of the National Ambient Air Quality Standards (NAAQS) or the Massachusetts DEP Significant Impact Levels (SIL) are predicted from on-site operations. Future emissions for the non attainment ozone precursors (volatile organic compounds (VOC) and oxides of nitrogen (NOx)) and carbon monoxide (CO) are predicted to be well below *de minimus* levels. Therefore, no formal conformity determination is required. The Green Bus Depot is also predicted to reduce greenhouse gas emissions (CHG) approximately 20 percent compared to the baseline condition by utilizing CNG and diesel-electric buses. As a result, the Green Bus Depot (while not required as part of this ENF) is expected to comply with the Massachusetts Environmental Policy Act (MEPA) Unit's recently-revised *Greenhouse Gas Policy and Protocol* (May 5, 2010).

We anticipate that the Executive Office of Energy and Environmental Affairs (EEA) will publish the notice of availability in the July 21, 2010 edition of the *Environmental Monitor*, commencing the public review period. Massport requests that the 20-day ENF public review period be extended to 30 days (public comments due by August 20, 2010) to allow state agencies, local government departments and the public additional time to review the ENF. A MEPA site visit will be held on August 12, 2010 at the Logan Office Center at 11:00 AM.

Pursuant to MEPA Regulations, a copy of this ENF will be made available to the local public libraries and additional copies will be made available upon request. Requests for copies of the ENF should be directed to Tom Ennis at 617-568-1090 or via e-mail at ennis@massport.com.

We look forward to the review of this document. Please do not hesitate to contact me if you have any questions.

Very truly yours,



Thomas W. Ennis
Senior Project Manager/Senior Planner
Massachusetts Port Authority

Enclosure
cc. Distribution List

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